



## Local Motorists to Make Trip to Hueco Tanks By Moonlight

Several Cars to Make the Trip-C. B. Stevens Motoring Up Around the Big Dam-O. C. Crismore Arrives in Kansas City-Many Sales of Cars Reported in El Paso the Past Week.

dealer there,

vote the town wel-

Mrs. A. B. Fall and daughter, Miss

Jewett, motored down from their home at Three Rivers N. M., and will spend several days in the city shopping.

W. H. Nixon came up from Alpine, bought a five passenger Ford and drove it home.

Judge J. F. McKenzie is now driving a new five passenger Hudson "6." He has been driving a Chalmers "36,"

W. W. Barbee has bought a five pas-senger Hudson "6."

W. Rogers Wade, of Tyrone, N. M., bought a five passenger 34-40 Abbott-Detroit during the week and drove

\* \* \*

W. L. Field has bought a new five passenger Studebaker "25."

way, and they had no engine or tire

. . . . . . . . . . . .

MOTORCYCLE NOTES.

The Federation of American Motor-

cyclists has been in convention in Den-ver during the past two days. The meeting closes today. Many motor-cyclists from all parts of the country rade to the convention on their ma-

land, Ireland, Scotland, Holland, Belgium, France, Spain, Algiers and Tunis,
Africa, India and Japan. He will return to New York by way of the northtern route through Spokane. Mr. Clancy
expects to prepare a book of travel
which will doubtless be a great aid to
other motorcyclists desiring to visit the
continent awheel. And Mr. Clancy is
of the opinion that that is the only way
to make a tour if one desires to really
see a country.

Twenty-one motorcycles have been
purchased by the telephone company of
Lincoln, Neb., for use in its service department.

partment.

Polly Rice is said to have been the first woman motorcyclist in New York.

Motorcycles are becoming very popular in Albuquerque, N. M., about 100 of these vehicles being in use in that city, C. P. Ploof, of Michigan City, Ind., resently rode his motorcycle to Erie, Pa. He used but three gallons of gasoline in covering 275 miles.

Seven motorcicles were recently purse in the quartermaster's department.

what is probably the record time between Bishee and Phoenix was made by L. R. Erwen and B. H. Landis Phoenix motorcyclists. They made the trip in eleven hours which excells that made by trains but when the trains but trains to the contract of the contrac

They carried blankets with them and

HELD AT DENVER

EUCO Tanks by moonlight is the | the corner of Kansas street and Myrtie latest trip proposed by El Paso automobilists. Four machine Billy Adolph drove a five passenger Studebaker "25" down to Marfa, Tex., Thursday for delivery to the Alpine Auto company.

A. L. Cox has bought a five passenger Studebaker "25."

H. A. Hatcher and A. Ayers, of El Paso, drove two Overland, four passenger ears to Marfa during the week and delivered them to H. A. Cartwright, the dealer there.

automobilists. Four machine loads of them make this trip Saturday, some starting before sundown and others waiting until the shades of night have failen before getting away from the city. They will spend Sunday at the tanks and return by moonlight Sunday night.

Tom Newman and Joseph P. Wadlington will head the parade to the tanks in Tom's Chalmers "20." This will be the supply car and will carry the lunches and other necessities. J. M. Pollard will take Otto Armstrong, A. H. Rodes and H. A. Hamilton in his Cadillac. In Will K. Marr's car will be Himself. W. R. Piper, C. B. Feagin and Carroll. T. H. and A. R. Ramey will take Dr. J. M. Ridley and Mike Shannon in their Hupmobile "22."

C. B. Stevens and family have been spending the week at Palomas Hot Springs, near Elephant Butte dam. They were to have started back home today, coming by way of Lake Valey and Deming. Mr. Stevens writes that they have greatly enjoyed their stay at the springs.

Oliver C. Crismor, manager of the Hetel Auto and Tayl Co., who is on an

Oliver C Crismor, manager of the Hetel Auto and Taxi Co., who is on an auto four, wires from Kansas City that he has arrived there and that he found the roads good, the weather fine and that he had good luck en route.

E. C. Wade, Jr., who lives in Las Cruces, N. M., came down to El Paso Friday and bought the two passenger Maxwell automobile of speed cop Will Invis and drove it back home. He took the speed cop up and down the county road for a spin to show him that he would not break the speed laws.

A. B. Cundey bought a five passenger Studebaker "25."

ON MOTORCYCLES

Two Brownwood, Texas, Boys Arrive in El Paso, Having Made the Trip on Two-Wheeled Machines.

Eiding just for the fun of it, C. H. Gillian and Walter H. Thomas, of Brownwood, Tex., arrived in El Paso on their twin Indian motorcycles Wednesday evening at 5 oclock, making the 900 miles in six days.

They went from Brownwood to San Angelo, over to Ozona, to Sheffield, Alpine, Marfa, Valentine, Lobo and Sierra Blanca, At the inter point they turned north and ran through the Lanier ranch and around by Fort Bliss

C. R. Aber and H. L. Clements have catablished an auto supply business at

RIDING LONG WAYS

**MOTORISTS' PROBLEMS** By WILLIAM H. STEWART, It.

> Who as President of the Stewart Automobile Academy of New York City, is regarded as the leading authority in Motor Car Education in this country.

Let us solve your motoring problems and discuss your comments. Tell us of your experiences for the benefit of the other fellow. Correspondence invited for publication every Week-End.

Copyright, 1913, by W. H. Stewart, Jr.

J. P. Church, R. E. Denning and Albert Tyra, the latter driving, came back from Roswell, N. M. Monday in an Abbott-Detroit 44-50. They had been up to the New Mexico town to help your the lown wat L. T. Robie has a five passenger Au-

J. C. Bird, of Fort Stockton, Tex., bought a five passenger Buick "40" and drave it home this week.

Motoring Department, The Herald—I understand that a mixture of two gallons of gasoline with one ounce of camphor would make an appreciable increase in the motor's power. Do you know of any cases when this bas proved so?—Owner.

From a practical standpoint there is no reason why there should be any increase in efficiency by using such a combination. If you wish to increase the efficiency of the present grade of gasoline there are a number of other chemicals which can be used to a much greater advantage. slept out along the route several nights. They intend to start back Sat-urday afternoon or Sunday, and expect to make the trip home even faster than

Denver, Colo., July 26.—The annual races of the Federation of American Motorcyclists opened today at Overland park. The track was heavy and the Sierra Blanca. At the latter point they turned north and ran through the Lanier ranch and around by Fort Bliss into town.

For three-quarters of the day Saturday they stayed at San Angelo and spent an equal part of the next day at Ozona, so that they made the trip in remarkably short time.

Although their had been heavy rains through that section several days during the man and the going slow.

John Constant, of Brooklyn, N. Y. won the mile, two mile, two mile, and 4:57 for the five mile.

William Fuenstein, of Norfolk, Va. was second in each event, and Rescoe parters of the man and the going slow.

John Constant, of Brooklyn, N. Y. won the mile, two mile and five mile.

William Fuenstein, of Norfolk, Va. was second in each event, and Rescoe parters of the day Saturday.

the 10 mile professional event was won by Charles Balke, or Los Angeles, in 18:47 1-5, the record being 6:21 4-5.

R. Perry was second, Earl Armstrong third and Ray C. Moore third. sion instead of entering the cylinder.
On the other hand, if you injected the alcohol into the clinders while they were hot, it is possible that a piece of incandescent carbon in the fourth cylinder ignited the charge.

Motoring Department, The Herald—I am reconstructing my car of 1906 vintage, and wondered if I could instal a worm gear drive. Piease let me know how to go about this.—M. P. Frank.

P. Frank.

It will be impossible for you to install the worm drive construction in the old axle. On account of the design of the worm gear axle, it will be necessary for you to install a complete unit. This, of course, would be rather expensive. The housing of the bevel type differential is constructed. evel type differential is constructed itirely different from that of the orm gear type.
Motoring Department, The Herald-

chines.

Mr. and Mgs. G. M. Beckett, of Pittsburg, Pa., say they are enjoying the best vacation of their lives this summer. Starting from their home on a motorcycle on May 21, they traveled iestirely west as far as Chicago, where they witnessed the Elgin motorcycle classic on July 4. They are now on the return trip to Pittsburg. They are not trying for any speed or economy record but are riding slowly, enjoying the scenery en route. In a four-cylinder motor does the pis-ton travel any distance before the explosion occurs, or does the explosion take place simultaneously when the spark is made in the generator?—L. W. M. the scenery en route.

Carl S. Clancy, who left New York last October, for a motorcycle tour of the world, has just arrived in Portland, Ore., having motorcycled through England, Ireland, Scotland, Holland, Belgium, France, Spain, Algiers and Tunis, Africa, India and Japan, He will re-

W. M.

There is more or less lag to the spark. While this lag is infinitesimal, nevertheless it can be measured. From your question we presume you mean whether there is any lag to the burning of the gases. A volume of gas when compressed burns very rapidly, but its burning is not instantaneous. The gas begins to burn at the point where the spark is led into the cylinder and from there spreads. The rapidity with which it burns depends upon its destiny. A lean mixture burns more rapidly than a rich mixture. If there was no lag to the electrical circuit and if the combustion of the gases cuit and if the combustion of the gases was instantaneous, there would be little necessity for advance and retard little necessity for advance and retard action of the spark. The spark lng is constant, also that of the gases, but the piston travel changes. As the revorutions per minute of the motor changes so should the time of the spark change. In short, the spark should take piace in the cylinder at such a time so that the gases may become fully ignited and exert the maximum expansive force on the piston immediately after the dead center point. If the spark is introduced earlier than this, a knock will result. If later, loss of power and overheating will result.

Motoring Department. The Herald—My car has acquired during the past.

Motoring Department. The Herald—My car has acquired during the past fortnight a habit of coughing and jerking, caused, I believe, by a missing of one or more of the four cylinders, but as the plugs are new I cannot tell which cylinder becomes defective. Have put in new whing, taken off the cylinder head, and cleaned out the carbon deposits, readjusted and filed the points on the master vibrator, which I am using instead of the vibrators of the regular coil. Have even tried out a different vibrator and also a different carburetor. Sometimes, after adjusting the vibrator times, after adjusting the vibrator points or the needle valve to a different adjustment, the engine will run fine for a short time, but soon begins to cough again, occasionally almost stopping. It sounds as though it dild not receive the current and was

Copyright, 1913, by W. H. Stewart, Jr.

Motoring Department, The Herald—
I have a 1816 — car. The rear axis is a full floating type, having shafts with square enist which fit into time differential and dogs in the wheel ends. These shafts seem to be loose in the squares and cause considerable annoyance and rattle when the ear is traveling over rough roads. While these parts are simple in construction, nevertheless they are very expensive. I know that they should not be so loose, but I do not feel that I can afford to buy new ones now. Is there any way they can be treated to instemporarily and yet be sinc. Any advice along these lines will be appreciated.—E, Badanes.

The ends of the axis shafts can be heated and upset by any ordinary forgeman. When this is done it is an easy matter to refit same to the squares it is often necessary that they should be case hardened. If the dogs or flanges at the wheel ends are considerably worn it is often advisable thave these built up by the welding process and then refitted. In this manner the parts can be fitted tight and the expense of new parts avoided. Such repairs, if done properly, are perfectly safe and reliable, and will often last as long as the new parts avoided. Such repairs if done properly, are perfectly safe and reliable, and will often last as long as the new parts.

Motoring Department, The Herald—Motoring Department, The Herald—Wristpin bearings on my car has burned out and I do not know how to fit a new one. Should space be left for play, or should it be fitted with as much care as any other bearings on the reliance of the parts and the carbon of the foat and also whether same works freely: (6) the auxiliary air valve should be lasted that a mixture of two do you advise cleaning a spark bing?—Novice.

Motoring Department, The Herald—How do you advise cleaning a spark ping?—Novice.

Motoring Department, The Herald—How do you advise cleaning a spark plug?—Novice.

Most people believe they have cleaned a spark plug properly when they have cleaned the spark gap points. The proper way is to remove the porceiain or insulator and clean it thoroughly. The carbon deposit on the porceiain permits a short-circuit between the center rod and the base, If the insulator is not cleaned, the results will not be satisfactory.

\* \* \* Motoring Department. The Heraid—My car is equipped with one of the latest type full floating axles, but it seems impossible to eliminate the noise in the two large bevel gears. We have tried several adjustments of the scars; that is in adjusting the smaller pinion gear, thinking that possibly the small gear may be meshed too tightly with the large gear. The noise is not a steady noise, but irregular, and no matter what adjustment we tried we cannot seem to eliminate the disagreeable hum. We have even tried different grades of lubricant, thinking that possibly a heavy grade would help kill the noise. The axle and gears are not worn badly and we do not under-Motoring Department. The Heraldnot worn badly and we do not under-stand why this trouble should result. Can you offer any suggestions as to the cause and how to fix same?—L. J.

It is evident that the large bevel gear is not running true. The differential unit itself may be suspended properly and in proper alignment, but it occasionally happens that the large bevel gear warps. This gear is usually bolted or riveted to the differential casting, and if the bevel gear was originally slightly warped it would be impossible to have it run true. If this large gear does not run absolutely true it will cause the trouble you have it will cause the trouble you have outlined. It is not a difficult matter to remove the rear cap of the axle housing, and with the berel gear turnhousing, and with the berei gear turn-ing determine whether same is running true or not. The fact that the hum-ming noise is irregular would in itself indicate that either the large bevel gear is not running true or the pinion gear and shaft are not running true.

HELPFUL HINTS TO MOTOR CAR OWNERS O 00000000000000000

Wire wheel; are liable to rust where the spokes cross one another. Regardiess of the quality of the ename; that is used, constant vibration will cause it to chip, and where it chips the spokes will rust. In time they will break if the rist is permitted to eat its way into the metal. The application of successive coats of thin, hard enamel, say once or twice a season, or as often as the existing enamel shows signs of chipping or wearing off, is advised. Almost any good enamel produced for use on metallic surfaces will serve the purpose, and it should not be put on too thickly or it will show a tendency to chip easily. The better way is to apply several coats of very thin enamel, allowing each to dry thoroughly before the next is put on. The drying process is an important part of the work and should be given ample time. Wire wheels are liable to rust where

role and kerosene as fuel indicate that some little trouble is likely to arise from the partial separation of the two liquids after standing over night. The kerosene goes to the bottom and makes starting a difficult matter. While on the road vibration keeps the fuels well



# I HAVE BEEN CURING MEN AND WOMEN

for Twenty-five Years, Fifteen of Which Have Been Spent Right Here In Texas. Have No Misleading or False Propositions to Fool You.

I APPEAL TO INTELLIGENT PEOPLE to come to my office for examination and if I can cure you, will not only tell you so, but will guarantee what I promise with a contract that if I do not give you value for every dollar paid will return the money.

MY CONTRACT IS WORTH ITS FACE VALUE AT THE BANKS and you can ascertain that fact by inquiry.

I will charge you an ordinary price for the class of work I do for you just as you would charge me for whatever line of work you would do in any avocation.

I HIDE BEHIND NO INSTITUTE OR FIRM NAME, I 'AM NOT ASHAMED OF MY NAME OR my record. You see me in person and not some cheap hired Doctor.

I treat no one by mail who has not been to my office for examination. I ask you to carefully consider what I have to say to you, and

# Come to Me Without a Wo

I do not ask you to tell me anything, but just come and let me examine you and without asking you a word I will tell you what your condition is, what you have to do to get well and the cost to a cent. ANY DR. WHO CALLS HIMSELF A SPECIALIST SHOULD BE ABLE TO DO THIS, IF NOT, HOW CAN YOU HOPE THAT HE CAN CURE YOU?

Master Your Weakness Before It Masters You. BLOOD DISEASE, NERVOUS DECLINE, VARICOCELE, HYDROCELE, OBSTRUCTIONS, PILES, RUPTURE, KIDNEY, BLADDER AND PROSTATIC DISEASES, PECULIAR TO MEN. TROUBLES PECULIAR TO WOMEN.

I am treating members of families that were my patients here ten years ago, which shows they come back because they get results. All I ask my patient is that he take a business view and make an investigation into my past, responsi-

bility, etc. If you do this you will do as thousands of other intelligent patients have done. You will know just what you have to pay to get well, and if a promise is made to cure you, and is not delivered it will cost you My patients are among the representative business men of this city and vicinity, people who have the

power of determining a man's ability as well as financial standing. This is the class of people I appeal to. I do not want people who have not the sense to discriminate between

a man of ability and one who simply promises. I have given statements from prominent people from time to time who have been cured, go to them and have them tell you just what they have received.

If you have a special trouble you will have to come to my office to secure names of cured people, because I never give testimony in the papers of a private nature, yet I have cured more conditions of this kind than possibly any ten socalled specialists in the state.

At any rate if you are a sufferer I invite you to call and talk the matter over. If you think I do not know what your condition is or in any way doubt it will cost you nothing. A contract to give you value for your money or return the money.

Building

CHEAP GAS IS BEST!

to Start, Especially in Cold Weather,

Over Union **Clothing Company** 



any, always managing to get ahead of or just behind a rain. They found the roads a bit sandy in places, but the going was pretty good nearly all the

If you suffer from weakness of any kind—varicoccie, drains, lost drength, nervous debility, or any rouble that unmans you, don't full o get this book. Remember, it is absolutely free. Don't wait a minute. Cut out this supon right now and bring or mall

Consultation free. Office hours: a. m. to 6 p. m.; Wed. and Sat. venings until 8; Sundays, 10 to 12.

THE ELECTRA-VITA CO. DEPT. 1 2331/4 South Spring, Los Angeles Flease and me, prepaid your free, 20-page, illustrated book.

E. P. H. 7-19-13

#### So to Europe by the North German Lloyd Galveston-Bremen

Seven motorcicles were recontly purchased by Capt. Joseph C. Brady for use in the quartermaster's department of the second division of the Army at Texas City. Though motorcycles have heretofore been used by the signal corps, this is the first time they have been made use of in the quartermaster's denartment.

Winfileld Glimore, secretary of the Central Y. M. C. A. In Washington, D. C. is spending his vacation at his home in Coda. Ill. He made the 758 mile trip from Washington in four days, or a little over 38 hours actual running time. He used 11% gallons of gasoline.

A motorcycle fluured prominently in the wedding of Otto Mansbarger and Bertha England, of New Lexington, O. On Mr. Mansbarger's two-wheeler the couple traveled to Pleasantville and procured a license. Then they road back to the home of the bride, where they were married.

Uncle Sam has found another use for the motorcycle. One of these machines is now used to deliver rush orders from the government printing offices.

James Transwill and Tenny Rodman, of Decatur, Alabama, are riding their motorcycles to New York

Millon S. Hopking, of Rogers, Ohio, has started on a motorcycle tour of the world. He expects to be gone about three and a half years.

J. W. Williams, who went up to Cloud-croft last Saturday on his twin cylinder indian motorcycle, came home Tuesday from the Croft on the same machine. He made the trip through Cox's ranch and around by Fort Bliss, and it required but six and one-half hours for him to make the journey from Cloud-croft down to town.

What is probably the record time between the same machine and Phoesis are made. ss. "Cassel" .....July 26th ss. "Chemnitz" ..........Aug. 18th Large, Comfortable Steamers. FARES:-Cabin \$80 and \$67.50.

Apply to local agents or to ALFRED HOLT. General Agent, Galveston, Texas.

Steerage \$25.00.

### H. MOHR

Cut Rate Hardware. Paint and Glass

300 South El Paso Street

have been fitted and a worried halfhour spent in discovering the fault.
Among the little things on a car
that stand a good chance of being
neglected are the leather boots
strapped over universal joints. Not
only are the boots important as dust
excluders, but they prive, in some
joints, at least, to catch small screws
or pins that may at loose. Straps
should be kept tight and defective
boots replaced. 00000000000000 HERE IS A NEW ONE:

be given ample time. \* \* \*

There are several methods of steadying the runnin- of the magneto armature and preventing the tendency to
knock. Possibly the most efficacious
of these is the fitting of a small fly
wheel to the magneto, shaft or fitting
a brake drum with a small brake pad
constantly in contact. These tend to
keep the driving pinlops up to their
work and prevent the sudden jerk
that ensues after the magneto aramature passes its maximum position.
Experiments with mixtures of benzole and kerosene as fuel indicate that

brakes of a motor car are the most important parts of it in case of emer-gency, though despite this fact com-paratively little attention is paid to them by the average person; in a great many cases they are not touched from one season's end to the next, when exactly the reverse ought to be the case. They should be examined and adjusted whenever the car shows the slightest inclination to continue on most stopping. It sounds as though it did not receive the current and was taking in all air.—Reader.

It appears that the missing is due to a weak battery, in that a sufficiently strong current is not supplied to the coil. Would suggest that you test the battery. If you are using dry cells this may be a source of your trouble. When standing for some time these will recuperate and serve well temporarily. A storage battery is more reliable and should give better service under constant use. It is also possible that the valves are sticking in the guides and do not seat properly. This of il is used or when the cil in the motor is not frequently changed. Would suggest that you clean the motor is not frequently changed. Would suggest that you clean the motor when the cil in the motor is not frequently changed. Would suggest that you clean the motor when the coll in the motor is not frequently changed. Would suggest that you clean the motor when the coll in the motor is not frequently changed. Would suggest that you clean the motor when the coll in the motor is not frequently changed. Would suggest that you clean the motor when the case. They should be examined and adjusted whenever the car shows the slightest inclination to continue on its course against the will of the driver, as evidenced by a firm pressure on the brake pedal. Most cars are so constructed that it is quite simple to take up for brake wear, and in the majority of cases the work does not necessitate the solling of the operator's hands.

In fitting new gaskets to an engine it is well to remember that water or gas will not pass through the material; which is to say, the holes in the center should be cut out. There have been case.

# have been fitted and a worried half-

Southern Indian Government Makes Loans to Employes for Purchase of Autos.

More Heat Units Obtained But Harder It has long been a standing joke in this country of how people were mort-"Contrary to general belief." says D. C. Booth, "the lower grades of gasoline possess more power to the gallon than do the high grades. gaging their homes to buy motor cars, but according to Henry D. Baker, an American consul on special service in India and Ceylon, the government of the prosperous state of Mysere, in southern India, has recently announced a scheme of making advances of money on salary to its employes for the purchase of either motor cars or motor-cycles. He save:

do the high grades.

"The power of gasoline lies in the number of 'R. T. U.' It contains. 'R. T. U.' means British thermal units and is the standard of measurement for the heat units contained in gasoline and other fuels. There is more heat units in low grade gasoline than in high. In fact, there are more in kerosene than in gasoline, adn if kerosene ever becomes a popular fuel for internal combustion engines it will show more power to the gallon than does gasoline.

"Almost the only advantage of high test gasoline is in the case of starting and in the smaller carbon deposit. A good wrinkle to use for starting in cold weather is to keep on hand a combinachase of either motor cars or motorcycles. He says;

"The new scheme will make it easy
for the hisber salaried officials to purchase motor cars and for employes of
lower salaries to purchase motorcycles. For the purchase of motor cars
a grant of \$1334 is to be given, or four
months extra salary, which ever is the
lower, and for the purchase of motorcycles and side cars a grant will be
cycles and side cars a grant will be ycles and side cars a grant will illowed of \$500, or four months salar hich ever is the lower. In either can be money thus advanced is to be raid to the government in \$5 month istalments without interest. The lower hand to the government in \$5 month is the salar without interest. weather is to keep on hand a combina-tion of suspline with a small quan-tity of sulphuric either. A drop or two of this in the priming cups or a few spoonfuls in the air intake will start

the money thus advanced is to be repaid to five government in 12 monthly of this in the priming cups or a few spoonfuls in the air intake will start almost any stubborn motor in the coidest weather."

LOOK TO WHAT IT WILL COST YOU TO KEEP A CAR

Service is a question of the vary highest importance in determining automobile or truck values.

No matter how high class the car, or how apparently right its price, it is at least a doubtful value unless there is accessible service behind it. Before purchasing a car, buyers should flod out just what is going to be done to simplify its care and keep the cost of its unkeep where it belongs. The apperpriance of verbal promises is not good business for, even assuming perfectly good faith, misunderstandings must occur.

WHAT BECOMES OF OLD

CARS; HERE IS ONE ANSWER

Here is further light upon the much mooted question: "Where do the old cars got." Eugene Bunker, of Duluth, Minn., owns a car of the vinlage of 1399 and is yet to be conxinced that he needs a new one, Mr. Rinker's summer home is at Solar Springs, 42 miles from buluth, and between the two points the roads are very rough. By rail it takes one hour and 20 minutes to make the run. Mr. Bunker sharted with the train the other night and it look him but five minutes longer to reach Solar Springs, 42 miles from buluth, and between the two points the troads are very rough. By rail it takes one hour and 20 minutes to make the run. Mr. Bunker sharted with the train the other night and it look him but five minutes longer to reach Solar Springs. He declares that he was not racing at that.

Four hundred role Perfected Gueranteed Boofing to close out at barguin tend to drain that there is already as very great ramber of another them to take advantage of the government of the government of the government of the government of the province and so the control of the province and so the control

Four hundred roles Perriess Guaran-teed Roofing to close out at bargain prices. Lander Lumber Co.—Adver-tisement.

with motor vehicles. I am also told, that the governments of other states of india are now considering the same plan, and that its widespread adoption throughout India is a possibility of the future."

Have The Herald Potlow You on Vaca-No trouble to change your address on The Herald to your summer outing address. By mail, 60 cents per month, in advance.—Advertisement.

ASSAYERS & CHEMISTS



JOHNSON ASSAY CO. Agents for Ore Shippers

Assayers, Chemists, Bullion Assayers, Buyers of high grade Ores and BOX 570. PHONE 3845.

Custom Assay Office CRITCHETT & FERGUSON Assayers-Chemists-Metallurgists AGENTS FOR ORE SHIPPERS 210 San Francisco St.

Bell Phone 334. Auto Phone 1334.





INTERNATIONAL

AL THE PARTY OF TH MIGHT SCHOOL Gives your Boy a start. Phone 1147. J. P. Mullin, Pres.